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U.S. NAVY NUCLEAR ATTACK SUBMARINE, USS GREENEVILLE	:	

Monday, February 19, 2001

INTERVIEW OF STS1 McGIBONEY (continued)

INTERVIEWING PANEL:

National Transportation Safety Board

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BILL WOODY
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[TRANSCRIPT PREPARED FROM A TAPE RECORDING.]

P R O C E E D I N G S

MR. WOODY: Petty Officer McGiboney, we had a chance to go through our notes and we realized there are a couple of areas of information, maybe more than that, that we would like to revisit and see if we couldn't get some information.

CDR CACCIVIO: Before we --

MR. WOODY: Yes?

CDR CACCIVIO: Oh, I'm sorry. I would like to just lay all this stuff in front of him. At some point, I would like to tell him what it is, so he knows, because none of this data was available to him on the boat during the event.

MR. WOODY: What I was going to do was ask him a couple questions to take him back.

CDR CACCIVIO: Okay.

MR. WOODY: Then I think later on in the interview, you are welcome to do it. When your turn comes, it will be a good time for it.

CDR CACCIVIO: No. I don't want to do it that way. I want him to know what is in front of him so if people ask him questions, he knows he can refer to it.

MR. WOODY: Well, could he hold off? Because I would like to ask him a couple questions about if he can reconstruct it and tell us about the visit to the Sonar and any reports he might have made to the CO, and then kind of work at it like that to page 2.

Would that work?

CDR CACCIVIO: Sure.

MR. WOODY: Petty Officer McGiboney, can you think back and recount to us about the executive officer's visit to Sonar, what information you passed to him, what he did, how he acquired the information.

STS1 McGIBONEY: I don't know if you know exactly what point he came in. He came in prior to a baffle clear, to where he could watch the baffle clear and our ascent to PD. I don't remember having too much dialogue with the executive officer. I don't think there was really any information for a contact picture that I gave right to him. I think he was just kind of in there watching. He wasn't asking anything that I can recall.

MR. WOODY: All right. If information had been passed to him, you would have been the one passing to him, or would the other people on the stacks talk to him?

STS1 McGIBONEY: Well, he could have asked them, but I would have been relating anything that would have been pertinent or that somebody would have asked me would probably have been passed to him.

MR. WOODY: Okay. But you don't remember passing any verbal information to him?

STS1 McGIBONEY: No, I don't.

MR. WOODY: I guess it is time to refine the question a bit. You are saying you don't remember

passing any information to him, period.
STS1 McGIBONEY: Right.
MR. WOODY: Not that you don't remember the information, just that you don't remember passing it.
STS1 McGIBONEY: I don't remember passing any.
MR. WOODY: About how long was he in Sonar?
STS1 McGIBONEY: I would say it was just -- I think he came in just before the baffle clear. I think he left just after periscope depth, once we got out there.
MR. WOODY: And left when, please?
STS1 McGIBONEY: After we got to periscope depth, is when I believe he left.
MR. WOODY: You think he was in until periscope depth.
STS1 McGIBONEY: I think so.
PANEL MEMBER: Would you repeat that, please?
MR. WOODY: I believe he came in prior to the baffle clear, and I believe he left just after periscope depth.
PANEL MEMBER: Thank you.
MR. WOODY: Can you remember what information you passed to CONN, to the OOD, or the Captain?
STS1 McGIBONEY: I didn't pass anything directly to the Captain at all. The OOD, I believe someone there was a S-10, and that was the guy I was concerned about because of the bearing rate that we were being shown. I had asked Petty Officer Reyes, who was near the curtain, to go out and check the ranges to see where this guy was because I felt that he was close.
MR. WOODY: S-10, he was close.
STS1 McGIBONEY: I believed he was close, just by the bearing rate that I had. I asked him to go out there and check on what they had.
MR. WOODY: At Fire Control?
STS1 McGIBONEY: Right. I don't know if he went and asked the officer of the deck. I am not sure exactly who.
MR. WOODY: What he did.
STS1 McGIBONEY: He came back in and told me that he was opening contact.
MR. WOODY: That S-10 was opening contact.
STS1 McGIBONEY: Correct.
MR. WOODY: Had he come in and passed through CPA?
STS1 McGIBONEY: S-10? Yes.
MR. WOODY: S-10 did. Do you have, ah reflection back, regarding what the bearing drift was that you were thinking at the time on S12/13?
STS1 McGIBONEY: Both of them seemed to be drifting to the left.
MR. WOODY: Did you get any kind of feedback? Do you customarily get any feedback from Fire Control about bearing drift?

STS1 McGIBONEY: The only time we really get anything from Fire Control is if I go out there, or somebody goes out there, and says, "This is what we have on Sierra-whatever number; What do you guys have?" kind of like what I did with 10, send somebody out there to find out, to get a feel for range on him.

MR. WOODY: Tom, I am about ready to pass to the next person here. Do you have something you want to ask?

What we are doing, we are asking Petty Officer McGiboney to think back and try to reconstruct his memory, and then later, Commander Caccivio will show some printouts and go through those with him. It could be a change of pace.

CDR CACCIVIO: I don't intend to go through these diagrams, unless somebody has something they specifically want me to ask. I just think it would be prudent at this point, if I am going to put these documents out there, to explain to Petty Officer McGiboney what they were, because they were unavailable to him while he was underway, but if you would like to use them as a tool, then it would help that he knows what is in front of him. That is all.

MR. ROTH-ROFFY: Does anybody have any preference for asking questions before these are provided?

STS1 McGIBONEY: May I see what that is at the top? I have got the bottom one. I have never actually seen this.

MR. ROTH-ROFFY: Okay.

STS1 McGIBONEY: Can I detail what I have got on here?

CDR CACCIVIO: Sure. This is the same thing we have been over about three days ago. Basically, this is a reconstructed time-range plot. So it shows time for S13. It shows the actual Fire Control solutions, each one of the pink dots.

So this is what Fire Control solutions showed their range to be at these times, and this is actually -- the black line you see going through the middle is actually a reconstructed range. You can see the time he was initially gained down to the time of collision. This is what the Fire Control operator -- so the only thing here is the Slogger data, if you want it, and this is a reconstructed view, if you need to look at the picture.

MR. WOODY: Okay, those are all the questions I had.

LT HEDRICK: This is Lieutenant Hedrick, and I apologize. One of these might have been asked previously.

You said the XO was in there for the baffle clear and periscope depth, yet you are pretty sure that he didn't have any conversations with him about sonar contacts or anything.

How did you know the XO was there for the

baffle clear?
STS1 McGIBONEY: He stood between me and Petty Officer Reyes.
LT HEDRICK: Right, but I mean, how do you know that was his purpose?
STS1 McGIBONEY: I don't know.
LT HEDRICK: Was it apparent to you that he was doing some type of analysis or monitoring of sonar?
STS1 McGIBONEY: Not that I was aware of.
LT HEDRICK: Not that you were aware of. So as far as you know, he was just standing there.
STS1 McGIBONEY: I have had people come in, different lieutenants to learn to watch. I don't think you can learn to watch for that, but.
LT HEDRICK: Was he paying attention to sonar?
STS1 McGIBONEY: I believe so.
LT HEDRICK: You believe so.
STS1 McGIBONEY: I mean, he was headed towards the stack.
LT HEDRICK: Okay. Who were your stack operators?
STS1 McGIBONEY: There was Petty Officer Bowie and Seaman Rhodes.
STS1 McGIBONEY: And Seaman Rhodes, do you know what his qualification status is?
STS1 McGIBONEY: He is not qualified for broadband.
LT HEDRICK: Is he qualified in any other watches in Sonar?
STS1 McGIBONEY: No. That is the Junior Watch Station.
LT HEDRICK: Okay. Did he have an over-instruction watch?
STS1 McGIBONEY: Not a guy on the watchbill. I asked Petty Officer Reyes if he could go over there and kind of help out with the watch.
LT HEDRICK: And that was just during the periscope depth time.
STS1 McGIBONEY: For the baffle clear, yes, sir.
LT HEDRICK: Do you normally have under-instruction watches standing watch?
STS1 McGIBONEY: That has been done on the boat numerous times in Sonar.
LT HEDRICK: Without an over-instruction?
STS1 McGIBONEY: Yes, sir. When we have three or four people in the shack, with the arrays out. You don't always have the people to be able to support an over-instruction when you cut through the water, but it has been done before.
LT HEDRICK: Okay. That is all I have. Thank you very much.
LT JOHNSON: This is Lieutenant Johnson with Coast Guard.
Do you remember the commanding officer coming

into Sonar at any time prior to the ascent to periscope depth?

STS1 McGIBONEY: I don't believe so, sir.

LT JOHNSON: Because I have a copy of the notes made on the interview with him and he talks about being in Sonar during preps for periscope depth.

STS1 McGIBONEY: I remember the XO standing beside me and Petty Officer Reyes near the curtain. I don't know if he popped the curtain open and popped in. I am not sure. I don't remember him coming in.

LT JOHNSON: Was the XO in Sonar during the excursion down to 400 feet prior to the MBT blow?

STS1 McGIBONEY: I don't know at what point he left. I can't remember if he was there before we blew or not. At some point there, he left, but I am not sure when.

LT JOHNSON: What information -- when you report a bearing drift to the officer of the deck, what information do you use to make that report?

STS1 McGIBONEY: The broadband display itself.

LT JOHNSON: Do you at any time refer to your logs for historical data that might tell you?

STS1 McGIBONEY: When we log at about 15 minutes, we get a little bit better visual on the display. I mean, you can refer back to it, but most of the time you can kind of look on there and you will see he had got a left-bearing drift or a right-bearing drift.

LT JOHNSON: Didn't you report a 12 or 13 with left-bearing drifts?

STS1 McGIBONEY: I don't remember making any report as of that.

LT JOHNSON: Did they request any information regarding the bearing drift?

STS1 McGIBONEY: I don't remember. I don't remember them calling in over the open mike, asking.

LT JOHNSON: Do you remember, at any time, if the fire controlman popped his head into Sonar and tried to solicit any data from you or compare notes, or anything like that?

STS1 McGIBONEY: Like I said, the only one that we had asked about, and that was to go get information on S-10 because of bearing rate.

LT JOHNSON: Is there a Petty Officer Brown assigned to your vessel, do you know?

STS1 McGIBONEY: Yes, there is.

LT JOHNSON: Was he on watch during all of this?

STS1 McGIBONEY: I don't think so. I think he was out in Control, but I don't know if he was assigned watch.

LT JOHNSON: Because he is referred to by Lieutenant Coen. The Lieutenant asked Petty Officer Brown to keep an eye on the contact picture, to give him some assistance for that.

You are not aware of him being there?

STS1 McGIBONEY: I know he has been up here, but I don't know what position he was doing out there, if he was doing a position. I just know he was in Control.

LT JOHNSON: Have you had a chance to, in talking with anyone else about this accident -- I see you have a printout right in front of you right there. Any idea how we got to that? Any idea, any factors that could have caused you guys not to be tracking that guy on sonar, to recognize --

STS1 McGIBONEY: If that is him, we would have been tracking -- well, with the exception of, probably, the baffles, putting in the baffles, we would have held him the whole time.

LT JOHNSON: I want to make sure I understand. When you -- and I know you have done this before. I have been sitting here looking at my notes from your first interview.

When you give an estimated range to a contact that you get off your passive to the officer of the deck, what factors are you taking into account? What is leading you to that conclusion, just one more time for me?

STS1 McGIBONEY: One of them how strong he is coming into your DEs. If he is filling up the display in all DEs, generically he is going to be closer than somebody showing up in three or four DEs.

LT JOHNSON: Sure.

STS1 McGIBONEY: There is a near-field effect where if a contact is close enough, he starts eating up more than just his bearings of sound. He eats up a lot of bearings of sound. I am watching -- or, I am listening to my 009 acoustical interceptor for either fish finders, bottom sounders, anything that is emitting an active signal.

LT JOHNSON: Sure.

STS1 McGIBONEY: I am also looking for high-bearing rate traces drawing the wrong way, or just high-bearing rate traces, which that was S-10, originally.

LT JOHNSON: Let me ask you this, and please realize that I am not a sonar expert. So if this sounds really stupid, let me duck my head before you laugh at me.

Is it possible that an increase in speed on a vessel could actually make it quieter? In other words, a slow, chugging vessel, one maybe doing five or six knots, you know, with a laboring engine that is shoo, shoo. Will that, if they speed up, actually dissipate some noise and make it quieter, particularly if they are heading at you?

STS1 McGIBONEY: Possibly, because it can -- it may lift it up out of the water a little bit.

LT JOHNSON: It is going to plane the vessel a little bit.

STS1 McGIBONEY: You may not be able to hear as much of the data that is coming in. Looking at this, if somebody is pointing at you, that is going to hide a lot of sound as well.

LT JOHNSON: Sure. If you -- and I know that I am asking you for a lot of approximate stuff here, and please understand that I recognize that. If you had, let's just say, a speed boat making -- what do they usually run at, 500 RPM? Are you going to be able to pick them up at the same range that you think that you can pick up a heavy merchant, maybe doing 10 knots with a heavier blade?

STS1 McGIBONEY: No, sir, because he is going to sit a lot higher in the water. A bigger merchant is going to have a deeper draft, most times.

LT JOHNSON: Right. So the deeper draft is going to put him -- is going to transmit the sound, but coming at you -- and what I am getting at is it looks like, from the graphs there, that this guy was doing the slow speed, say, from 1230 to 1300. I guess my question is, if you look at the possibility that as a vessel coming at you speeds up, it actually becomes quieter due to a planing effect.

Do you know where I am going with that?

STS1 McGIBONEY: Yes, sir.

LT JOHNSON: And you are the sonar guy. Is that possible, that they can get quieter, speeding up, coming at you?

STS1 McGIBONEY: It is possible if they bringing it a little bit higher out of the water, because then you may get all the screw noises, not necessarily just engine noises.

LT JOHNSON: Is his engine going to run quieter? Is it the faster it goes, does it run quieter?

STS1 McGIBONEY: No, it should run louder since you are bringing [inaudible]. You have more of the water, since the engine is usually sitting more on the bottom side of the boat. So he is going to be able to come up and put less of the hull, or the engine closer to the water. So it would be possible.

LT JOHNSON: So a faster boat, it is possible you might get a lesser engine noise.

STS1 McGIBONEY: It is possible.

LT JOHNSON: I am just trying to figure out why, if this guy was closing you up, it could account for you not seeing a change in range in sonar. So, in my mind, I am sitting here, in my own uneducated mind as far as sonar, trying to think, how could a contact close you and get closer and not sound louder, and I am wondering if the increase in speed that is apparent here could somehow account for it.

STS1 McGIBONEY: By looking and pointing at us could hide him. Not all of the signature, but probably a lot.

LT JOHNSON: I know this is an interview for

you, but I also would like to ask Lieutenant Hedrick or Commander Caccivio if this is possible.

LT HEDRICK: This is Lieutenant Hedrick.

Petty Officer McGiboney, in your experience, how reliable is SNR as an indication of a contact's range on the big scale? One of the most reliable, one of the least reliable, somewhere in between.

STS1 McGIBONEY: It is probably in between because the sound is going to fluctuate the whole time you are receiving that path.

LT JOHNSON: You can actually -- don't you think that --

LT HEDRICK: Well, there is not going to be a lot of planing effect on 170-foot vessel, as they change speed.

PANEL MEMBER: Sure. I would agree with that.

LT HEDRICK: The phenomenon of the bow null is well known and documented, and that would be independent of the contact speed. It is just a function of his angle on the bow, in general. Although, you can say changes in SNR are due to something.

You can address them as far as changes in water mass, changes in the bottom, maybe some type of system change if an operator changes a parameter in his system, but in general, it is not a good indicator of range. You can track a contact to a wide range of ranges and have little or no SNR change, or have an SNR that does not -- it definitely does not change linearly with the range and is not a reliable indication. That says if it changes, it definitely would clue operators into, why did it change; did I just change something in how I am operating or how he is operating.

There are so many factors that go into it. That is part of the reason why it is not a great indicator of range. As soon as my ship speeds up, SNR changes. Does that mean the guy just got a lot farther away? No. So SNR is one of many factors, and usually it is one that cannot be used all by itself, independent of other analysis.

LT JOHNSON: This boat, this vessel obviously had a bulbous bow. We all know that now. Does nulling effect increase or decrease for speed, or is it totally independent of speed?

STS1 McGIBONEY: I believe it is independent of speed.

LT JOHNSON: It is independent. So even if you are going faster, pushing more water out in front of you, it is not going to have more of a masking, the bow null is not going to be more pronounced, in your experience?

STS1 McGIBONEY: Not that I am seeing. If you have got a contact pointing at you -- we haven't done any trainers for this one. I wouldn't think it has too much. I mean, even on a bow null, you are

knocking off most of the sound. I don't know what percentage of it would change.

LT JOHNSON: Did you do any adjustments to your equipment during your watch, or anything that might account for -- any tweaking?

STS1 McGIBONEY: Not for any change in the system gains or settings, or anything like that. The only thing they had changed was the screens for looking at periscope depth and the time history part, which, that doesn't affect the process any.

LT JOHNSON: Sure. Do you have any opinions as to why we didn't get them louder when they got closer, or a higher SNR?

STS1 McGIBONEY: The guy pointed at us the whole time, and it was [inaudible].

LT JOHNSON: Right.

STS1 McGIBONEY: You are not going to get it that much.

LT JOHNSON: Okay. That is all I have. Thank you.

LTJG KUSANO: Lieutenant Kusano.

Based on Lieutenant Johnson's questions, how does rough weather affect noise? I mean, if the ship is going up and down, and the hull comes out of the water, then obviously when it comes back down, there is going to be a lot of, I guess, air around it.

Will that affect your ability to hear it?

STS1 McGIBONEY: It can, but I mean, the way the process goes is just taking any data that I can to display that trace.

LTJG KUSANO: For instance, surface combatants, they have masker systems.

STS1 McGIBONEY: Right.

LTJG KUSANO: How effective is that?

STS1 McGIBONEY: You can still track them. So, pretty much, insignificant.

LT HEDRICK: Lieutenant Hedrick.

If you are tracking a contact at Sea State 1, then all of a sudden, at Sea State 5, does that have any effect on your ability to track or your ability to glean data from your visual or audio information?

STS1 McGIBONEY: That could change the ambient level of noise in the water for the surface-to-depth area because it is creating more noise, in that, the sea state is going to change, as in height. That could bring your ranges down as well because you may not see it because of that ambient noise being higher.

LT HEDRICK: So it is going to increase noise. So your SNR or signal strength of the contact could drop?

STS1 McGIBONEY: It could drop.

LT HEDRICK: Okay. What about -- does that have any impact on the visual display at broadband?

STS1 McGIBONEY: Not as bright of a trace.

LT HEDRICK: So the strength of the signal affects how clear the trace is on the display. These

traces we have talked about on the display, I don't think we have documented it. You gentlemen -- the NTSB folks will definitely see this in a trainer, is this, to say, a sharp, distinct line that is at one, and only one, bearing?

STS1 McGIBONEY: The system display for each, I will say a wide, or potential bearing at 6 degrees wide. When get a tracker, it is going to be over a group of bearings where if the system -- where it thinks it is at. So it is going to be kind of a broad trace. I don't know how many degrees wide. It is not going to be a -- it won't look --

LT HEDRICK: It is not a sharp, distinct trace.

STS1 McGIBONEY: It is not a very thin -- right. It would be kind of like using a very thin pencil to, kind of, maybe, using a felt tip.

LT HEDRICK: Is it safe to say that the weaker the SNR is, the fuzzier and fainter that the trace is?

STS1 McGIBONEY: [Non-verbal response.]

LT HEDRICK: Why not?

STS1 McGIBONEY: I wouldn't go -- because, I mean, if you get a really loud contact at a decent range, it can make it a little fuzzy. If it is out there a little ways, it is hard for the system to get it. It could present it a little fuzzy. It is not really indicative of how loud or how close it is. It is just --

LT HEDRICK: I am going to stop the questioning, my questioning on this line, just because we could probably talk for 30 minutes and still not get as much information as you guys looking at a sonar stack for 90 seconds. We will just wait for that, and you will have to take that memory home with you.

LT JOHNSON: Lieutenant Johnson.

If you had a vessel and the sea state was such that the prop was coming out of the water, would that have an effect on that sonar, or your ability to track it?

STS1 McGIBONEY: It can, anytime it comes out. It depends on what the system is seeing as broadband.

LT JOHNSON: Sure. Have you ever-- in your experience on the watch, have you ever heard airplanes in sonar?

STS1 McGIBONEY: Helicopters.

LT JOHNSON: Helicopters? So you can hear, actually, some things in the atmosphere through the water.

STS1 McGIBONEY: Yes.

LT JOHNSON: What would the effect of rain and rain squalls have on your ability, your S&Rs?

STS1 McGIBONEY: It would also raise the ambient level of the water, the noise level.

LT JOHNSON: Which would give you a --

STS1 McGIBONEY: A little bit lesser chance of detecting something in the area.

LT JOHNSON: Are you aware -- or, during your watch, did you detect any rain squalls in the area? Because I know you can probably detect them and hear them.

STS1 McGIBONEY: I don't remember any rain. I remember biologics to the north, towards the east, fish, but I don't remember any -- just rain. If it is really, really heavy, that is going -- you are going to be able to hear that, obviously, better. As the weather is passing by, you are going to be see it on your broadband. You are going to hear other factors before you will hear the rain. You will hear the fish, you will hear the contacts that are out there, and that will kind of be in the background.

LT JOHNSON: Can you distinguish that? Can you distinguish rain when you hear it on passive sonar?

STS1 McGIBONEY: Most of the time.

LT JOHNSON: It is a pretty distinctive sound?

STS1 McGIBONEY: It is not necessarily distinctive sound. It is more the trace you get, and kind of lack the information that it provides. You are not going to hear it pitter-patter like you would out here in a parking lot. It is a little bit different. I don't think you would have any rain to display. You are not going to go, okay, that is rain.

LT HEDRICK: This is Lieutenant Hedrick.

Noise shows up visually, and then sometimes orally, just like, I mean, rain does, just like any other contact. A discriminator would be lack of any mechanical-related information, either visually, orally, or through other processing associated with that contact. It is very hard to 100 percent say, that is rain. So more often than that, you track a rain squall because you are not sure.

If you are asking me to eliminate everything else, no, not necessarily. Rain at 8- or 9,000 yards can look just like a contact.

STS1 McGIBONEY: It is not going to move.

LT JOHNSON: Well, actually, I am not asking you to eliminate anything.

LT HEDRICK: I am just telling you, eliminating rain is very hard. You track a lot of rain squalls, typically, on a submarine because, as we have seen in this case, where we had several hours of watch where no screw blade data was available but those were actual mechanical contacts, well, a rain storm would look like that. A rain storm would look like a contact.

Typically, it doesn't move like other contacts do. So, over time, you might be able to do that, but you are not going to just say, oh, I don't hear mechanical data, therefore it is rain. We have seen where, very obviously, there are lots of times you

don't get mechanical data. It is a contact. So we track rain. It is not an easy call.

STS1 McGIBONEY: When you can really [inaudible] on it being rain is, it gets a little bit closer to you. It will start breaking apart, whereas, a storm moves. There will be a harder section of rains in some places than others. That is when it will start to kind of dissipate or break.

LT JOHNSON: I mean, asking about the rain was a curiosity to know, since everything range-wise is derived -- we obviously have a range problem here. Since everything range-wise seems to be derived from an SNR, if rain raises the ambient noise level, then you are not going to see an appreciable increase in your SNRs as the contact closes you.

So that is where I am headed, is if we have a rainstorm that comes in, the contact could have been closing you but you would not have seen that, possibly. Maybe, maybe not. I don't know.

STS1 McGIBONEY: There is a lot of things.

LT JOHNSON: Sure. You mentioned that there was no mechanical data on your screw blade. I was wondering why that is. I think that the watch, and you have the logs in front of you, I think the watch prior to yours, they were getting actual screw blade information.

STS1 McGIBONEY: Not on the S12 or 13.

LT JOHNSON: Not on S12 or 13, but on other contacts? Is there anything in particular, or anything you know of that prevented the continuing screw blade -- your getting data?

STS1 McGIBONEY: We didn't get anything early on him, and then once we started the angles and dangles, you are more focusing on watching for the dynamic changes by putting up an extra display. I mean, we have only got two stacks in there to really pull from. He did a couple of times. I don't know which contact.

LT JOHNSON: In your log that you have there, what is the longest range that you actually have screw blade data for? Do you know that?

STS1 McGIBONEY: Range?

LT JOHNSON: Yes, your estimate range, or do you have that?

STS1 McGIBONEY: I don't think I did --- I only wrote -- looking at the S-2, way back. I don't think they have any other ranges.

LT JOHNSON: Okay. I didn't know if you had ranges or not. I don't have anything else. Thank you very much.

MR. ROTH-ROFFY: I'm sorry, Petty Officer McGiboney, I missed -- you probably answered this already, but it might help to clear it up for me. When the XO came into the Sonar Room, what conversation did you have with him? Did he ask you anything or did you tell him anything?

STS1 McGIBONEY: No. I don't really remember having a long conversation. I just remember he came in and he stood between me and Petty Officer Reyes. I don't remember --

MR. ROTH-ROFFY: You don't remember if he asked you about the contact situation and whether --

STS1 McGIBONEY: No.

MR. ROTH-ROFFY: Okay.

STS1 McGIBONEY: I don't think we had any full conversations.

MR. ROTH-ROFFY: All right. Any other questions for Petty Officer McGiboney?

[No response.]

MR. ROTH-ROFFY: There being no further questions for Petty Officer McGiboney, you are excused with our thanks. The time now is 13:23.

[End of interview.]